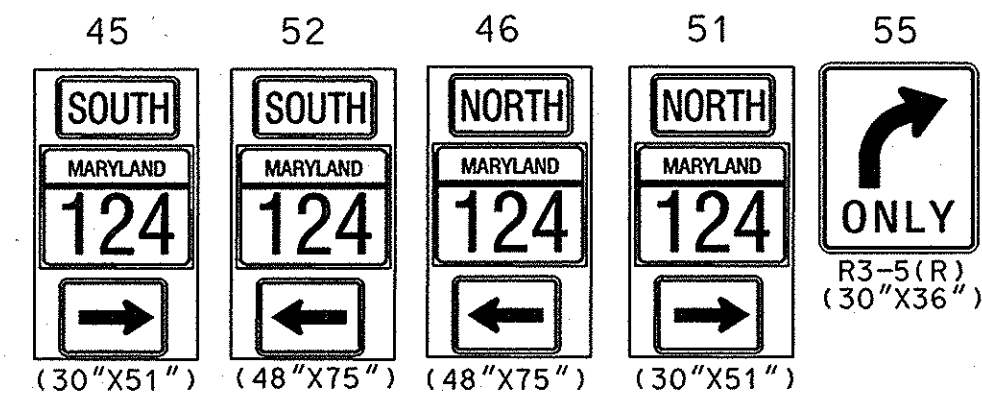
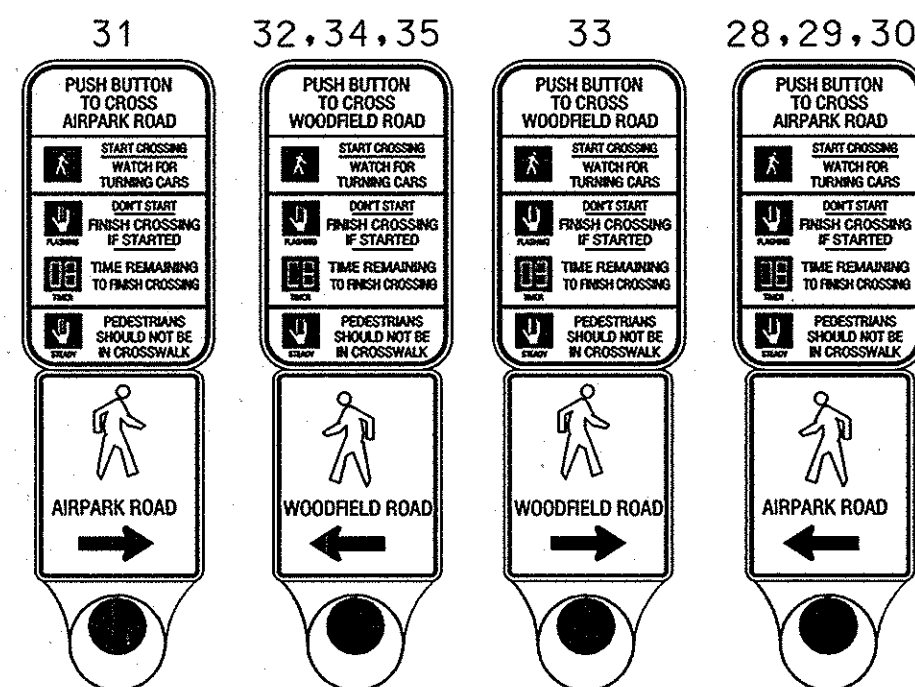
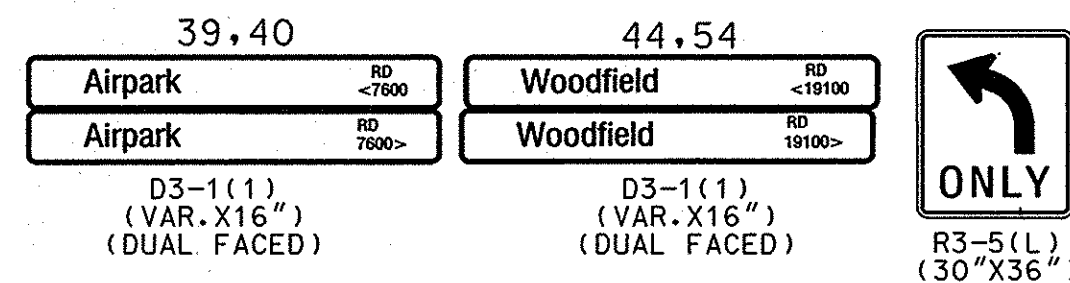


# EXISTING SIGNS TO REMAIN



ASSOCIATED SHIELD ASSEMBLY



R10-3(1) (9" X15")  
(TO BE INSTALLED WITH APS PUSH BUTTON)

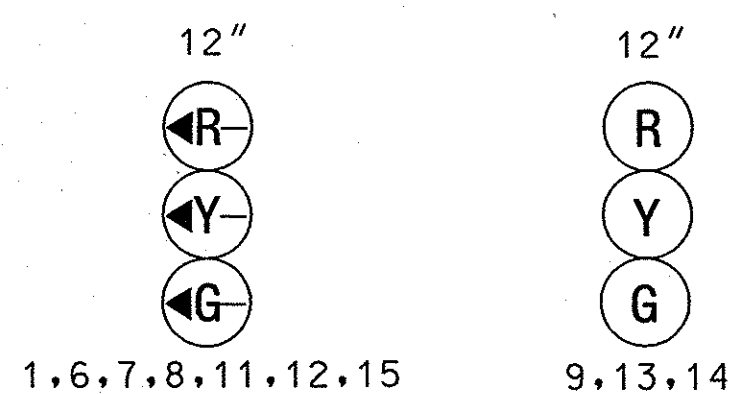
# EXISTING SIGNALS TO BE BAGGED



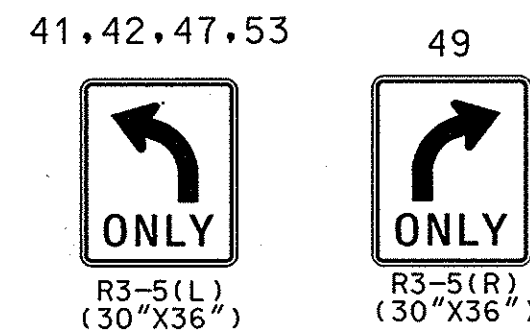
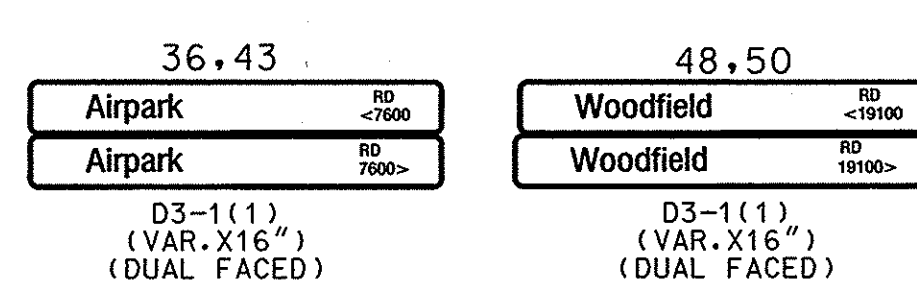
# EXISTING SIGNS TO BE BAGGED



# EXISTING SIGNALS TO BE RELOCATED



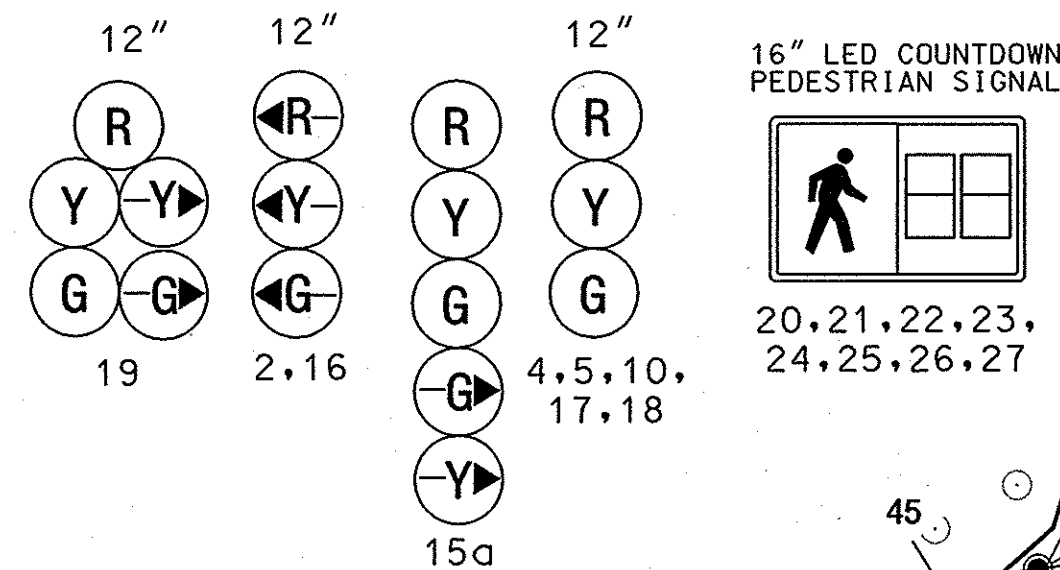
# EXISTING SIGNS TO RELOCATED



EXISTING VIDEO DETECTION CAMERA TO REMAIN

c,e,f,h

# EXISTING SIGNALS TO REMAIN



16" LED COUNTDOWN PEDESTRIAN SIGNAL

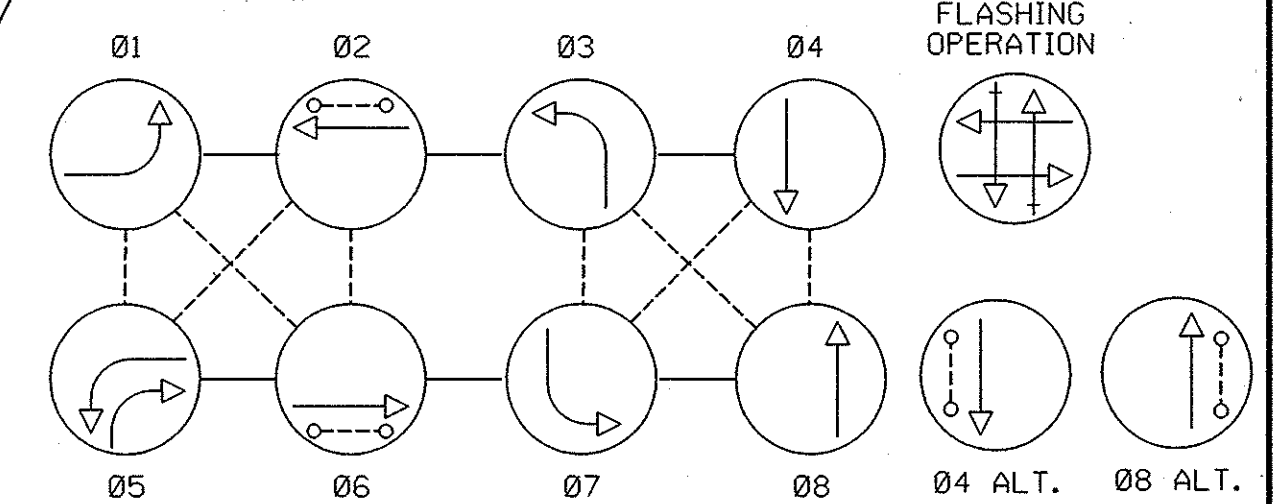
20,21,22,23, 24,25,26,27

EXISTING VIDEO DETECTION CAMERA TO BE RELOCATED

a,b,d

# RIGHT OF WAY LINE

# NEMA PHASING



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



MD 124 IS ASSUMED TO RUN IN A NORTH SOUTH DIRECTION

# GENERAL NOTES:

1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. THE CONTRACTOR SHALL VERIFY PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
3. FOR FINAL PAVEMENT MARKINGS REFER TO THE PAVEMENT MARKING PLANS, OTHER THAN THOSE DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCELL.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
7. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE, THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
8. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
9. CONTRACTOR SHALL BAG ALL SIGNAL HEADS NOT ACTIVELY IN USE DURING CONSTRUCTION.
10. CONTRACTOR SHALL MAINTAIN SAFE PEDESTRIAN CROSSING PATHS IN ACCORDANCE WITH MUTCD DURING ALL PHASES OF CONSTRUCTION.
11. APS PUSH BUTTONS MAY BE USED AS A STANDARD PUSH BUTTON DURING TEMPORARY PHASING UNTIL ALL NEW PUSH BUTTONS FOR EACH CROSSING ARE INSTALLED.

# CONSTRUCTION DETAILS

- A. RELOCATE EXISTING SIGNAL HEAD.
- B. RELOCATE EXISTING SIGN.
- C. RELOCATE EXISTING VIDEO DETECTION CAMERA.



STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION

MD 124 (WOODFIELD ROAD) AND AIRPARK ROAD

STAGE III

# TEMPORARY TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE N/A CONTRACT NO. M06325171

DESIGNED BY \_\_\_\_\_ COUNTY MONTGOMERY  
DRAWN BY K.BROWN (S.T.S.) LOGMILE 15012407.73  
CHECKED BY R.ZACHRAAL (S.T.S.) TMS NO. H079  
FAP NO. AC-STP-1103@E TOD NO. \_\_\_\_\_

TS NO. 2248-E DRAWING SP-7 OF 39 SHEET NO. 265 OF 377

APPROVALS	REVISIONS
YEAR LEADER	MD 124 WIDENING
ASST. DIR. CHIEF	22/2008 SHA M06325171
DIVISION CHIEF	KCI 0001-07-01-01-01-01
OFFICE DIRECTOR	D REPLACE SIGNAL HEADS WITH BLACKFACE INSTALL STREET LIGHTING 07/2004
	MD 124
	C SEPTEMBER 25 /1999 SIGNAL ADJUSTMENT DUE TO GEOMETRIC IMPROVEMENTS
	JC MAR DAZ BEK TH

PLOTTED: 02:58 PM on Tuesday, March 04, 2008  
FILE: M:\2007\01070459.dwg\drawings\PSG-P001C\_MD124.dgn

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— PROPOSED	— GAS MAIN
	— WATER MAIN
	— SEWER MAIN
	— ELECTRIC CABLES
	— AERIAL CABLES
	— TELEPHONE CABLES
	— FIBER-OPTIC